

MV SOTRA – ADDITIONAL INFORMATION

We fixed the vessel on time-charter on Nov 15, 2016, at the time she was idle off Puerto Limon awaiting orders.

At the time of departure, vessel had about 16T of compliant LSGO fuel on board. Since she consumes 1T daily at sea, on arrival at ECA limit, the Bunker quantity on board (about 11T) would not be sufficient for the vessel to use in the Main Engine from entry to ECA till arrival in the port.

We investigated options for delivery of compliant LSGO fuel in Puerto Limon but there was no supply available for spot delivery. Additionally, the quality of the fuel typically delivered in Puerto Limon is considered of very poor standard for marine use.

Since the vessel must meet her schedule of arrival in New Orleans on Nov 20th to load her cargo of US Govt food aid cargo, we instructed the vessel to depart immediately to New Orleans.

The vessel will consume non-compliant Heavy Fuel Oil with 2% sulfur content from the time of entering the ECA till arrival SW Pass, for approximately 18 hours. On arrival SW Pass pilot station, she will switch to compliant LSMGO in the Main Engine for navigation in the Miss River, and while in port. No additional non-compliant fuel will be used after arrival at the Pilot Station

We are arranging for LSGO to be supplied in New Orleans immediately at the first available opportunity after vessel arrival.